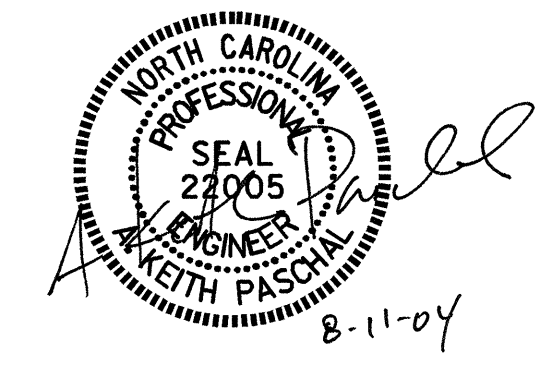
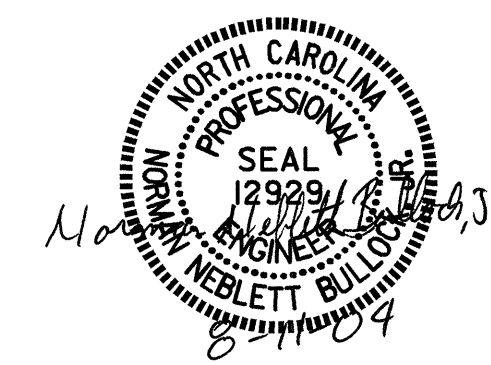
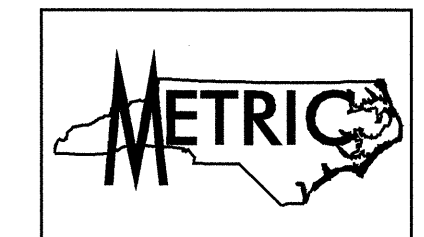
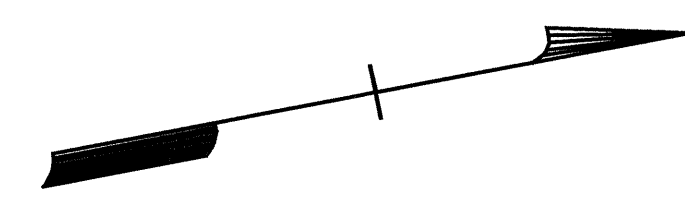
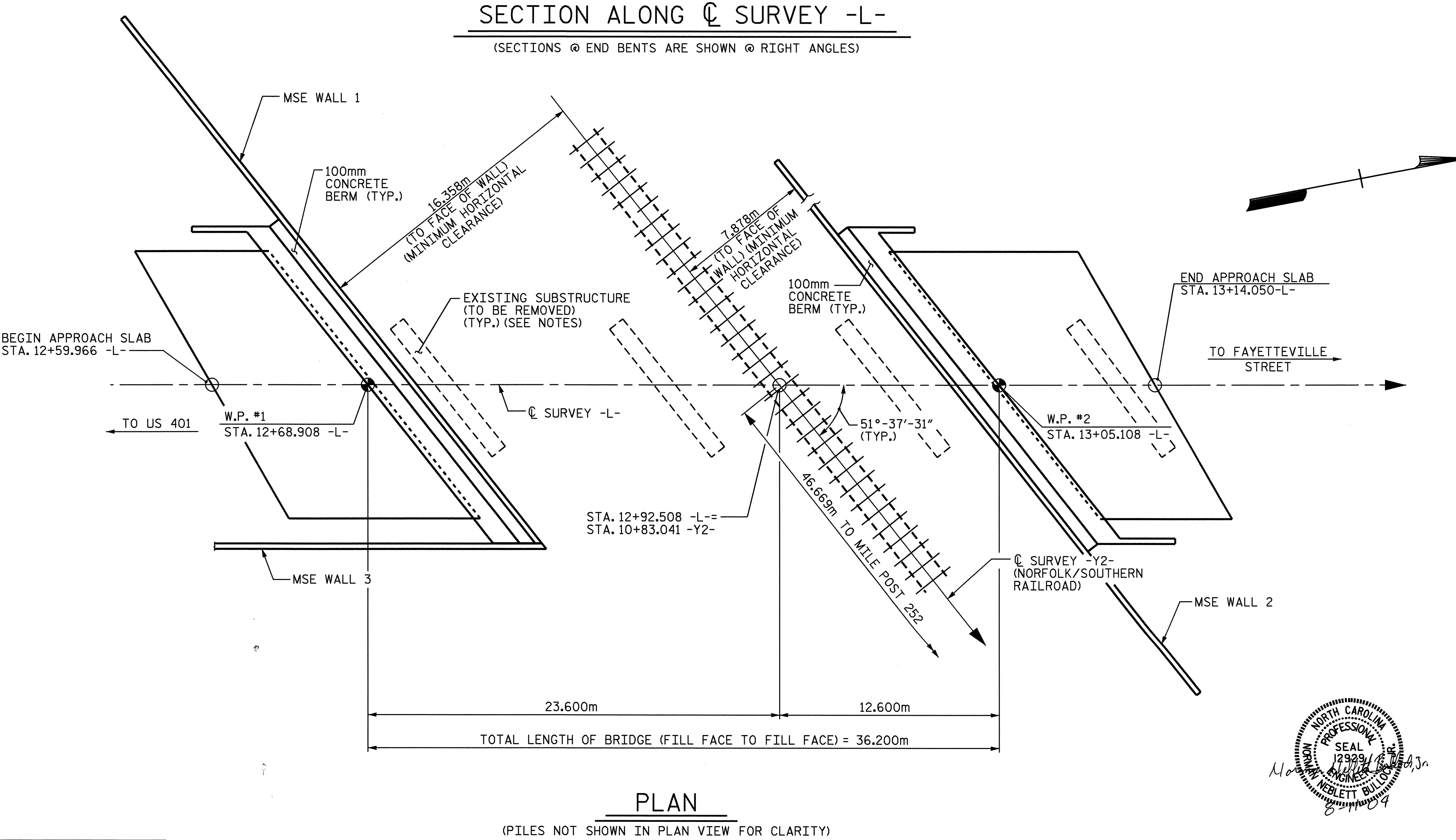
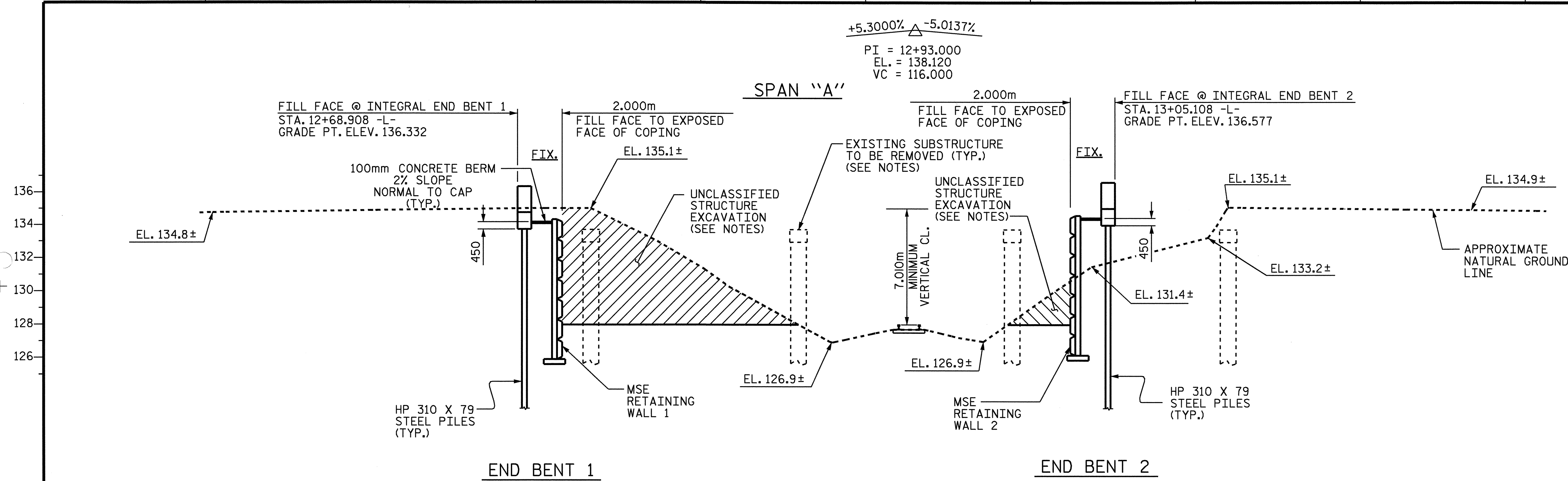


NOTES

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.  
 ALL ELEVATIONS ARE IN METERS.  
 ASSUMED LIVE LOAD = MS 18 OR ALTERNATE LOADING.  
 FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SNSM.  
 FOR EROSION CONTROL MEASURES SEE EROSION CONTROL PLANS.  
 THIS BRIDGE HAS BEEN DESIGNED BY THE STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.  
 REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.  
 THE EXISTING STRUCTURE CONSISTING OF 3 SPANS OF 1 @ 12.6m, 1 @ 13.0m, AND 1 @ 12.6m, REINFORCED CONCRETE DECK GIRDERS, WITH AN EXISTING ROADWAY WIDTH OF 7.4m, ON REINFORCED CONCRETE CAPS ON PILES AND ABUTMENTS, IN THE SAME LOCATION AS PROPOSED STRUCTURE, SHALL BE REMOVED.  
 THE MATERIAL SHOWN IN THE CROSS-HATCHED AREA SHALL BE EXCAVATED FOR A DISTANCE OF 10.000m EACH SIDE OF CENTERLINE ROADWAY AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE MEASURED AND PAID FOR AS UNCLASSIFIED STRUCTURE EXCAVATION.  
 NEEDLE BEAMS WILL NOT BE ALLOWED UNLESS OTHERWISE CALLED FOR ON THE PLANS OR APPROVED BY THE ENGINEER.  
 THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.  
 THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.  
 THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.  
 THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS: FOR PROJECTS REQUIRING UP TO 360,000 kg OF REINFORCING STEEL, ONE 760mm SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS REQUIRING OVER 360,000 kg OF REINFORCING STEEL, TWO 760mm SAMPLES OF EACH SIZE BAR USED. THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE PLUS A MINIMUM LAP SPLICE OF THIRTY BAR DIAMETERS.  
 ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 345W  
 FOR FALSEWORK AND FORMS OVER OR ADJACENT TO TRAFFIC, SEE SPECIAL PROVISIONS.  
 FOR MINIMIZING RAILROAD FLAGGING SERVICE, SEE SPECIAL PROVISIONS.  
 (NOTES CONTINUED ON SHEET 2 OF 3)



PROJECT NO. B-3256  
WAKE COUNTY  
 STATION: 12+92.508 -L-

REPLACES BRIDGE No. 337  
 SHEET 1 OF 3 MILE POST NS 252.03

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
**GENERAL DRAWING**  
 BRIDGE ON SR 1108 OVER  
 NORFOLK SOUTHERN R.R.  
 BETWEEN N. MAIN STREET &  
 FAYETTEVILLE STREET  
 (FUQUAY-VARINA)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-1
1			3			TOTAL SHEETS
2			4			26

DRAWN BY : G.M.P./K.M.M. DATE : 10/16/03  
 CHECKED BY : F.B. POOLE DATE : 11/06/03